State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Serious drought.
Help Save Water!

To: GHULAM POPAL
District Branch Chief
Office of Design SHOPP

Date: August 27, 2015

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EA 0G420
0413000350
Bridge Upgrade

From: Evelyn Gestuvo
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Subject: **TRAFFIC MANAGEMENT FOR LAGUNITAS BRIDGE CONSTRUCTION PERIOD**

Memo Purpose:

The objective of this memo is to inform the project team on what traffic configuration during construction should be pursued from an operations perspective. The Traffic Operations study of the one lane versus two lane temporary structure concludes that a two lane facility is required.

Methods:

The study involved researching and reviewing over 10 years of traffic volume data, between the year 2000 and 2013. The highest representative volumes were selected over this time period and informed the conclusions. Caltrans selected data which represents the worst case scenario to ensure that the findings and recommendations are conservative.

Findings:

During the week days the combined volume of traffic in both directions of travel exhibit peak conditions between 3-5pm with 687 vehicles per hour (vph) while the weekend peak is more sustained, lasting between 1-6pm with over 1300 vph.

Idealized reversing control operations along SR 1 under the existing conditions can facilitate approximately 900-1000 vph without undue delay in traffic flow. The past data shows that the weekend traffic is substantially more than are able to pass through a single lane reversing control without excessive delays along SR 1 and potential back-up traffic on Sir Francis Drake Boulevard (Levee Road) for left turn movements. Due to the congestion that would result, a temporary single lane bridge structure operated with reversing control is not recommended.

The only other option besides providing access over Lagunitas Creek during construction would be a detour route. A detour route would require an unacceptable amount of time to navigate. The total distance from one side of Lagunitas Creek Bridge to the other, traveling along a detour route is 10.1 miles and involves sub-standard tight curves that make it difficult for movement of goods and services. This alternative was not recommended.

Conclusions:

(Contents of June 25th Memo here please)